

Amendments To The Specification:

In the English translation document, please delete the term --Description-- to page 1 line 1, before the title.

In the English translation document, please add the paragraph at page 1 line 6, after the title, as follows:

--CROSS REFERENCE TO RELATED APPLICATIONS

This application is the US National Stage of International Application No. PCT/EP2004/050572, filed April 21, 2004 and claims the benefit thereof. The International Application claims the benefits of German application No 10334401.2 filed on July 28, 2003. All of the applications are incorporated by reference herein in their entirety.--

In the English translation document, please add the section heading at page 1 line 6, after the newly added CROSS REFERENCE TO RELATED APPLICATION section with the new section heading, as follows:

--FIELD OF THE INVENTION--

In the English translation document, please amend the paragraph beginning at page 1 line 7 as follows:

--The invention takes as its starting point a method or an apparatus ~~as per the preamble of the respective claims 1 and 10~~, whereby the transition between normal operation and overrun fuel cut-off operation can be controlled in an Otto engine which is operated with direct fuel injection.

BACKGROUND OF THE INVENTION

When switching over from the normal operation to the overrun fuel cut-off operation, there is inevitably a torque jump which can cause an irregular running of the Otto engine or an unwanted judder of the vehicle. The advantages which per se derive from the overrun fuel cut-off, such as a reduction in the fuel consumption, improved braking effect of the engine and lower

noise emissions, for example, must be obtained at the expense of a degradation in driving comfort. The same problem arises when, after the overrun fuel cut-off operation, the normal driving operation of the vehicle must be resumed and the Otto engine must again generate a desired torque and deliver it to the vehicle.--

In the English translation document, please insert the section heading at page 2 line 10, as follows:

--SUMMARY OF THE INVENTION--

In the English translation document, please amend the paragraph beginning at page 2 line 11 as follows:

--The invention addresses the problem of producing a method and an apparatus by means of which a clearly greater reduction in the torque jump can be achieved. This problem is solved by the features in the claims ~~1 and 10~~ respectively.--

In the English translation document, please amend the paragraph beginning at page 2 line 16 as follows:

--In the claimed method or the apparatus for controlling the transition between normal operation and overrun fuel cut-off in an Otto engine which is operated with direct fuel injection, said method and apparatus having the characterizing features of the respective claims ~~1 and 10~~, the advantage emerges that the torque reduction is essentially greater than if solely the ignition angle is adjusted. This is because, as a result of injecting at least a partial quantity of the fuel during the compression phase, three beneficial effects are produced for curbing the torque. Firstly, the mass of air that is taken in decreases due to the reduced internal cooling in the cylinder, because part of the injected fuel quantity is injected at the time point when the valves of the cylinder are already closed (compression phase). Secondly, the efficiency of the combustion decreases because the fuel which is in the cylinder is swirled less vigorously when injection takes place in the compression phase. Finally, measurements have also shown advantageously that the smooth running of the Otto engine does not change if the ignition angle is adjusted even further in the retard direction after the injection of fuel. Consequently, the injection angle can be

adjusted even further in the retarded injection direction than would be the case in the known simple adjustment of the injection angle. It is further considered particularly advantageous that the torque jump can be reduced in a manner which is essentially more effective by means of the claimed method or by means of the apparatus, such that the advantages of the overrun fuel cut-off can be utilized without the driving comfort for the passengers of the vehicle being adversely affected by the torque jump.--

In the English translation document, please amend the paragraph beginning at page 3 line 13 as follows:

--The measures which are set out in the dependent claims specify advantageous developments and improvements of the method or apparatus that are specified in the respective claims ~~1 and 10~~. A method which is particularly simple to control is produced if the air mass that is taken in is first reduced and subsequently the ignition angle is decreased to a first minimal value, said value being predetermined for this operating mode, at which trouble-free combustion of the fuel-air mixture is still possible. This ensures that a reliable combustion of the fuel-air mixture is still guaranteed even in the case of these unfavorable ratios and that a certain torque portion is still generated in this type of operation.--

In the English translation document, please insert the section heading at page 4 line 30, as follows:

--BRIEF DESCRIPTION OF THE DRAWINGS--

In the English translation document, please insert the section heading at page 5 line 14, as follows:

--DETAILED DESCRIPTION OF THE INVENTION--